ATTACHMENT 1 TO APPENDIX 3 OF ARRANGEMENT B

FREQ. Mc/s	AREA OF USE	LEVEL
130. 3	Minnesota, South Dakota, Iowa, Illinois, Colorado, Kansas, Missouri, Texas, Oklahoma, Arkansas, Louisiana, Tennessee, Kentucky, Virginia, Maryland, Pennsylvania, New Jersey and New York	HL
130. 4	Oregon, Idaho, Montana, Washington, California, Colorado, New Mexico, Kansas, Missouri, Michigan, Indiana and Ohio	HL
	New York and New Hampshire (International)	HL
130. 5	Illinois, Indiana, Michigan, Ohio, Pennsylvania, New York and New Jersey	LL
130. 6	California, Nevada, Utah, Colorado, Wyoming, Nebraska, Iowa, Illinois, New York, Delaware, Maryland, Virginia, North Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Texas and Pennsylvania	HL
130. 7	Vermont, New York, Connecticut, Massachusetts, Pennsylvania, New Jersey, Delaware, Maryland, Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Tennessee, Kentucky, West Virginia, Ohio, Michigan, Indiana, Illinois, Mississippi, Louisiana, Texas, Washington, Oregon, California and Nevada	LL
130. 8	Maryland, Virginia, North Carolina, Tennessee, Georgia, Alabama, Mississippi, Louisiana and Texas	HL
130. 9	Vermont, Massachusetts, Connecticut, New York, New Jersey, Delaware, Pennsylvania, Maryland, Virginia, North Carolina, South Carolina, Georgia and Florida	HL
	Illinois	LL
	Kansas, Colorado, New Mexico, Oklahoma, Texas and Missouri	ML
131. 0	Massachusetts, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Virginia, Maryland, Illinois, Indiana, Kentucky, Tennessee, Mississippi, Alabama, Georgia and Florida	HL
131. 1	Ohio, West Virginia, Virginia, Maryland, Kentucky, Tennessee, North Carolina, South Carolina, Georgia and Florida	HL
	California, Nevada, Utah and Arizona	ML
131. 2	New York, Pennsylvania, Maryland, Virginia, Delaware, Indiana, Michigan, Ohio and Illinois	HL
131. 3	Massachusetts, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland and Virginia	ML
	Michigan, Indiana, Illinois, Wisconsin, Iowa, Minnesota, North Dakota, South Dakota and Nebraska	LL
	California, Arizona, New Mexico and Texas	HL
131. 4	California, Nevada, Colorado, Utah, Illinois, Indiana, Michigan, Ohio, New York, Pennsylvania, Massachusetts, Connecticut, New Jersey, Delaware, Maryland, Virginia, West Virginia, Kentucky, Tennessee, Arkansas, Missouri, Oklahoma, Texas, Kansas, New Mexico, and Arizona	HL
131. 5	New York, New Jersey, Delaware, Maryland, Virginia, West Virginia, Pennsylvania, Ohio, Michigan, Indiana, Illinois, Wisconsin, Missouri, Kansas, Oklahoma, Texas and California	HL
131. 6	New York, Pennsylvania, Delaware, New Jersey, Maryland, Virginia, West Virginia, Indiana, Kentucky, Ohio, Illinois, Tennessee, Missouri, Arkansas, Oklahoma and Texas	HL
131. 7	Oregon, Washington, Idaho, Montana, North Dakota, South Dakota, Minnesota, Wisconsin, Illinois, Ohio, Pennsylvania, New Jersey, New York, Maryland, Virginia and Michigan	HL

ATTACHMENT 1 TO APPENDIX 3 OF ARRANGEMENT B

FREQ. Mc/s	AREA OF USE	LEVEL
131. 8	Oregon, Washington, California, Montana, Wyoming, South Dakota, Minnesota, Wisconsin, Ohio, Pennsylvania, New Jersey, New York, Massachusetts, Connecticut and Rhode Island	HL
	Arkansas, Louisiana, Mississippi, Tennessee, Alabama, Georgia, North Carolina, South Carolina and Florida	LL
131. 85	Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut	LL
131. 9	Minnesota, Wisconsin, Illinois, New York, New Jersey, Delaware, Maryland, Virginia, North Carolina, South Carolina, Georgia and Florida	HL
	Washington (International)	HL
	Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, and New York	ML
132. 0	Tennessee, Missouri, Illinois, Michigan, Ohio, Pennsylvania, New Jersey, New York and Connecticut	LL

ATTACHMENT 2 TO APPENDIX 3 OF ARRANGEMENT B

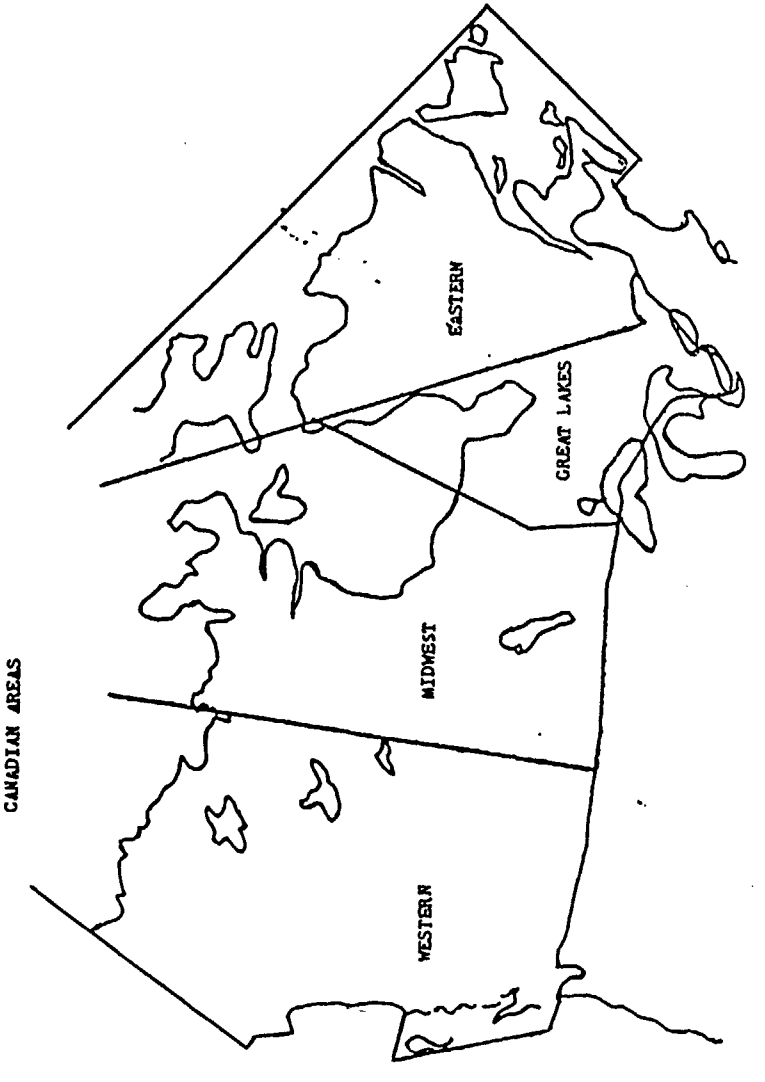
Frequency Allotment Plan for the Aeronautical Mobile (R)/(Enroute) Service for the Band 128.825–132.025 Mc/s

CANADA

FREQ. Mc/s	AREA OF USE*				LEVEL	REMARKS
	EASTERN	GREAT LAKES	MID WESTERN	WESTERN		
128.85	X	X	X	X	ML	Replacing 128.3 Mc/s
128.95	X	X	X	X	HL	
129.05		X		X	HL	Pilot-Dispatch (Toronto and Vancouver)
129.1	X	X	X	X	HL	Pilot-Dispatch (Except Toronto-Windsor & Vancouver)
129.2	X		X	X	ML	
129.3	X				LL	
129.4	X				ML	Replacing 127.1 Mc/s
129.5	X	X	X	X	ML	
129.6	X				LL	Replacing 128.5 Mc/s
129.7	X	X	X	X	ML	Pilot-Dispatch Edmonton HL
129.9		X	X	X	ML	Great Lakes LL
130.1	X	X	X		LL	
130.25	X	X	X	X	HL	Replacing 128.1 Mc/s
130.35		X			LL	
130.5		X		X	LL	
130.65		X			LL	Replacing 127.3 Mc/s
130.7	X		X		LL	
130.8	X	X	X	X	HL	Replacing 128.7 Mc/s
30.9		X	X	X	ML	West of 80° W and North of 45° N
131.1	X	X	X	X	ML	Replacing 128.5 Mc/s Gardiner Great Lakes LL
131.2	X				HL	Replacing 127.1 Mc/s
131.4			X		LL	Replacing 128.5 Mc/s
131.9	X				ML	Montreal only
132.0	X				HL	Pilot-Dispatch Montreal

*See following page for map of areas concerned

ATTACHMENT 2 TO APPENDIX 3 OF ARRANGEMENT B



APPENDIX 4 TO
ARRANGEMENT B

AERONAUTICAL MOBILE (R) SERVICE—ENROUTE OPERATIONAL CONTROL AND AIR TRAFFIC CONTROL

135.0–136.0 Mc/s.

TECHNICAL DATA REQUIRED FOR COORDINATION

(a) Frequency
(b) Location name and geographical coordinates
(c) Class of emission and necessary bandwidth
(d) Transmitter mean power output
(e) Antenna gain and azimuth in the event of a directional antenna array
(f) For air traffic control facilities the service volume and function, e.g., typical function service volumes:

Helicopter control	30 NM up to 5000 ft.
Local control and VFR Radar Advisory	30 NM up to 20000 ft.
Approach control including radar	60 NM up to 25000 ft.
Departure control including radar	60 NM up to 20000 ft.
Basic altitude enroute	100 NM up to 15000 ft.
Intermediate altitude enroute	100 NM up to 24000 ft.
High altitude enroute	200 NM up to 75000 ft.

For enroute operational control functions the level of operations:

Low-Level (LL) —below 15,000 feet
Medium-Level (ML)—15,000 to 24,000 feet
High-Level (HL) —above 24,000 feet

COORDINATION ZONES

The coordination zone is within 600 nautical miles of the border. Exceptions should be handled in accordance with the provisions of Note 4.

Note 1: DOT and FAA agree to exchange recapitulative records of assignments at intervals of three months commencing September 1, 1962.

Note 2: Coordination of airborne assignments is not required when use is an integral part of the Air Traffic Control Service.

Note 3: Protection is provided temporarily for the existing fixed assignments on 136.03 Mc/s in British Columbia.

Note 4: When the possibility exists that assignments outside of the normal coordination zones might result in harmful interference to the radio services of the other country due to their peculiar circumstances, i.e., antenna height, power, directive arrays, abnormal service volumes, etc., the assignment of the frequencies involved may, to the extent practicable, be the subject of special coordination by the DOT and FAA.

ARRANGEMENT C

ARRANGEMENT FOR FREQUENCY COORDINATION OF FIXED INSTALLATION RADARS

(Ottawa March 1962)

It is agreed that:

1. Coordination shall be effected in those frequency bands used by fixed installation radars, some of which are essential to the defence of North America, whenever there is considered to be a likelihood of harmful interference. For this purpose information will be exchanged through the authorized coordination agencies, as follows:

   (a) All relevant existing assignments as of the effective date of this arrangement, as soon as practicable.
   (b) Current editions of the information in (a), as requested.
   (c) Proposed or planned assignments as far in advance as practicable.

2. The authorized agencies and channels through which coordination will be effected are specified in the Index to the Technical Annex. When more than one authorized coordination agency or channel is listed in that Index for a particular frequency band, military matters shall be coordinated through the authorized military agencies or channels and civil matters through the authorized civil agencies or channels indicated for that band.

3. Detailed characteristics of transmitting and receiving equipment, for both radar and any relevant non-radar equipment, will be exchanged in advance of the coordination referred to above. The minimum desirable information is as follows:

   (a) Frequency band or operating frequencies
   (b) Location name and geographical coordinates
   (c) Site elevation above sea level and antenna height above ground
   (d) Class of emission and necessary bandwidth
   (e) Power (peak) delivered to the antenna
   (f) Function
   (g) Antenna gain and orientation

4. Until the bands covered by this arrangement have been cleared of potential conflicts, at installations where there is a possibility of harmful interference, evaluation testing of radar installations will be carried out at the time of activation and maximum cooperation will be extended in obtaining the best engineering solution to any harmful interference problems. It is recognized that special problems exist in bands presently in use for non-radar purposes. These problems require continuous further study as regards both

ARRANGEMENT C

the procedures and the necessity of allocation adjustments so as to accommodate radars essential to the defence of North America.

5. Radar assignments in use on the effective date of this arrangement are not subject to further coordination by virtue of this arrangement.

6. Mobile radar assignments are not subject to this arrangement.

ARRANGEMENT D

ARRANGEMENT BETWEEN THE DEPARTMENT OF TRANSPORT AND THE INTERDEPARTMENT RADIO ADVISORY COMMITTEE FOR THE EXCHANGE OF FREQUENCY ASSIGNMENT INFORMATION AND ENGINEERING COMMENTS ON PROPOSED ASSIGNMENTS ALONG THE CANADA-UNITED STATES BORDERS IN THE FREQUENCY BAND 162-174 MC/S.

(Adopted Washington D.C. June 1956, Revised Ottawa March 1962)

1. This arrangement provides for the exchange of frequency assignment information and engineering comments on proposed assignments in the 162–174 Mc/s frequency band along the Canada-United States Borders.

2. This arrangement applies in the areas bounded by:

Line A—Begins at Aberdeen, Wash. running by great circle arc to the intersection of 48°N., 120° W., thence along parallel 48° N., to the intersection of 95° W., thence by great circle arc through the southernmost point of Duluth, Minn., thence by great circle arc to 45° N., 85° W., thence southward along meridian 85° W., to its intersection with parallel 41° N., thence along parallel 41° N., to its intersection with meridian 82° W., thence by great circle arc through the southernmost point of Bangor, Me., thence by great circle arc through the southernmost point of Searsport, Me., at which point it terminates; and

Line B—Begins at Tofino, B.C., running by great circle arc to the intersection of 50° N., 125° W., thence along parallel 50° N., to the intersection of 90° W., thence by great circle arc to the intersection of 45° N., 79° 30′W., thence by great circle arc through the northernmost point of Drummondville, Quebec (Lat: 45° 52′ N., Long: 72° 30′ W.), thence by great circle arc to 48° 30′ N., 70° W., thence by great circle arc through the northernmost point of Campbellton, N.B., thence by great circle arc through the northernmost point of Liverpool, N.S., at which point it terminates.

Line C—Begins at the intersection of 70° N., 144° W., thence by great circle arc to the intersection of 60° N., 143° W., thence by great circle arc so as to include all of the Alaskan Panhandle; and

Line D—Begins at the intersection of 70°N., 138°W., thence by great circle arc to the intersection of 61°20′ N., 139°W. (Burwash Landing), thence by great circle arc to the intersection of 60°45′ N., 135°W., thence by great circle arc to the intersection of 56°N., 128°W., thence south along 128° meridian to Lat. 55°N., thence by great circle arc to the intersection

ARRANGEMENT D

of 54°N., 130°W., thence by great circle arc to Port Clements, thence to the Pacific Ocean where it ends.

3. Current records of frequency assignments in the frequency band 162–174 Mc/s will be exchanged as required.

4. (a) Before either Agency takes final action on any proposal for the use of any frequency in the band 162–174 Mc/s in the areas stipulated herein involving power in excess of five (5) watts, it will refer the pertinent particulars of the proposed assignment in the form shown in the appropriate Appendix hereof, to the other Agency for comment on whether the granting of an authorization will be liable to result in the causing of harmful interference to any existing radio operations of the Agency whose views are sought.

(b) If adverse comment is not received within thirty (30) calendar days from the date of the receipt of the proposal the initiating Agency may go ahead with the operation after having notified the other Agency. In an emergency, coordination may be effected after the assignment is put into operation.

(c) Neither the Interdepartment Radio Advisory Committee nor the Department of Transport shall be bound to act in accordance with the views of the other. However, to keep such instances to a minimum, each Agency should cooperate to the fullest extent practicable with the other by furnishing such additional data as may be required.

5. In cases where the information available makes it difficult to determine whether harmful interference would be created by the granting of a particular authorization, arrangements may be made for actual on-the-air tests to be observed by representatives of each Agency and further exchanges of engineering comments following such tests.

6. In the interest of planned use of the spectrum, information about future expansions and adjustments of the services allocated the use of the band 162–174 Mc/s, in the areas stipulated herein, may be exchanged to the maximum extent practicable.

7. Where a previously coordinated frequency assignment is in use and an additional assignment is proposed for the same frequency in the same area, the additional assignment must also be coordinated, attention being drawn to the previous coordination. This does not apply to the addition of mobile units to a previously coordinated land mobile system.

APPENDIX 1
TO ARRANGEMENT D

AIR SERVICES
TELECOMMUNICATIONS AND
ELECTRONICS BRANCH

CANADA

SERIAL: _____

DATE:

DEPARTMENT OF TRANSPORT
OTTAWA

EXECUTIVE SECRETARY
INTERDEPARTMENT RADIO ADVISORY COMMITTEE
WASHINGTON 25, D.C.

SIR,

THIS OFFICE HAS RECEIVED AN APPLICATION FOR RADIO COMMUNICATION FACILITIES CONTAINING THE FOLLOWING TECHNICAL DETAILS OF OPERATION. YOUR COMMENTS REGARDING THE USE OF THE FREQUENCIES INDICATED WOULD BE APPRECIATED.

NAME OF APPLICANT: _____

FILE NO: _____ SERVICE: _____

CLASS OF STATION	NUMBER OF STATIONS	LOCATION		FREQ. MC/S	POWER WATTS	BAND WIDTH & EMISSION	COMMENTS
		LAT. N.	LONG. W.				

ADDITIONAL INFORMATION:

DIRECTOR,
TELECOMMUNICATIONS AND ELECTRONICS BRANCH

COMMENTS WITH REGARD TO APPLICATIONS:

EXECUTIVE SECRETARY
INTERDEPARTMENT RADIO
ADVISORY COMMITTEE

41-4504 (AR-5-63)

APPENDIX 2 TO
ARRANGEMENT D

EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF EMERGENCY PLANNING
INTERDEPARTMENT RADIO ADVISORY COMMITTEE
Washington 25, D.C.

Serial:_____

Date:_____

Director, Telecommunications and Electronics Branch
Department of Transport
Ottawa, Canada

Dear Sir:

Your comments regarding the use of the frequencies indicated would be appreciated.

File No.:_____

Class tion	Number of Stations	Location Lat. N.	Location Long. W.	Freq. Mc/s	Power Watts	Band Width & Emission	Comments

Additional information:

_____
Executive Secretary

Comments:

_____
Director, Telecommunications and
Electronics Branch
Department of Transport
Ottawa, Canada

The Canadian Secretary of State for External Affairs to the American Chargé d'Affaires ad interim

MINISTÈRE DES
AFFAIRES EXTÉRIEURES
CANADA

No. 215

OTTAWA, *October 24, 1962.*

SIR,

I have the honour to refer to your Note of October 24, 1962, with its Technical Annex, proposing an Agreement between our two Governments concerning the coordination and use of radio frequencies above thirty megacycles per second.

The arrangements set forth in your Note and its Technical Annex are acceptable to the Government of Canada which concurs in the proposal that your Note with Technical Annex and this reply shall constitute an Agreement for the coordination and use of radio frequencies above thirty megacycles per second between the Government of Canada and the Government of the United States of America to be effective from the date of this reply. Furthermore, it is agreed that because of its nature the Agreement concluded by these Notes may only be terminated by either party giving twelve months' notice, in writing, of its intention to terminate the Agreement.

Accept, Sir, the renewed assurances of my highest consideration.

H. C. GREEN
Secretary of State
for External Affairs

The Honourable IVAN B. WHITE,
Charge d'Affaires a.i.,
Embassy of the United States
of America,
Ottawa.